

Report of Survey for Repairs, &c., of Engines and Boilers.

27 JUN 1934

(Received at London Office)

NEWCASTLE-ON-TYNE

Date of writing Report 25 June 34 When handed in at Local Office 26/6/34 Port of North Shields

No. in Reg. Book 31107 Survey held at on the Machinery of the Wood, Iron or Steel Date, First Survey 21 June Last Survey 25 June 1934 (No. of Visits 3)

Gross Tonnage 4218 Net Tonnage 2707 Vessel built at Stockton By whom Ropner & Co When 1906-10

Nominal Horse Power 369 Engines made at -do- By whom Blair & Co Ltd When 1906

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1924

No. of Donkey Boilers 1 Owners Port Shipping Co Ltd Owners' Address Port W. Hartlepool Voyage

Steam Pressure in Main Boilers 180 Managers Lt R Ropner & Co Ltd If Surveyed Afloat or in Dry Dock Both Smiths Dock (State name of Dock.)

in Donkey Boilers 100

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. and T.S.

Periodical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ☒

Was a damage report made by anyone else? If so, by whom? ☒

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler Main 21 June 34 Donkey 22 June 34

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs p sq inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs p sq inch

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boiler? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? ☒ Has it a continuous liner? ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

State date of examination of Screw Shaft 22 June 34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 8"

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

how done:- Vessel placed on pontoon, propeller outside fastenings & sea connections, tail end shaft examined and found & put in good order.

The main and donkey boilers examined together with their mountings, doors and fastenings and found & put in safe working order. Safety valves adjusted under steam to 180 lbs and

General Observations, Opinion, and Recommendation:— The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

vessel, as far as now seen is, in my opinion eligible to remain as classed and to have records of B.S. 6-34 and Tail shaft seen (CL) 6-34

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

John T. Lindsay
Engineer Surveyor to Lloyd's Register of Shipping.

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Insert Character of Ship and Machinery precisely as in the Register Book.

In a Certificate required? If so, to be sent to

Millpool

Photostat copies of
Survey report.

WSSB-0128



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